

CENTRAL INTELLIGENCE AGENCY

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1. The airfield was southeast of Sverdlovsk (66° 58' E/56° 48' N), immediately southeast of Koltsovo and south of the Sverdlovsk-Omsk double-track railroad line.
2. There were two perpendicular runways, each about 80 x 1,000 meters on a cement foundation, about 25 cm thick, paved with hexagonal cement slabs, each about 1.5 meters in diameter and 25 cm thick, the joints filled with tar. A semicircular runway, about 15 meters wide, was also paved with these cement plates.
3. The following buildings were available:
 - a. Two concrete hangars, each about 160 x 80 x 10 meters, with semicircular roofs.
 - b. A wooden two-story house, 30 x 12 meters, occupied by about 70 air force soldiers.
 - c. A four-story stone building, about 30 x 15 meters, called "casino" (officers' club), occupied by 20 to 25 civilian pilots and air force officers, who were relieved every two or three weeks. The participants in the course were the flying personnel for the four-engine aircraft.
 - d. A three-story stone building, 8 meters square, flight control and weather station with rotating searchlight.
 - e. Two stone workshops, each 30 x 10 meters, where engines were exchanged.
4. The buildings in the northeast section of Koltsovo were dwelling houses for the permanent civilian flying personnel, who wore dark blue suits and service caps.

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5. The fuel dump, about 700 x 200 meters, along the railroad line, consisted of:
 - a. About 12 upright tanks, each about 7 meters high and 2.5 meters in diameter.
 - b. About eight lying tanks of the same size.
 - c. A cantonment building and a fire department shed. The fuel tanks were refilled daily from three or four railroad tank cars, each holding 50 tons. There were about 10 tank trucks, each holding from five to six cubic meters. The fueling of a four-engine plane took about 10 minutes.
6. The field had obstacle lights and searchlights around the runway. The air station was about 2 km off, not far from Istok.*
7. The field was occupied by:
 - a. Twenty to ~~twenty~~-five four-engine aircraft of two types. Both types had the following features: Four radial engines, single rudder assembly, landing gear retracting inward, tail of fuselage protruding beyond rudder assembly, door with five or six windows on both sides of fuselage. Distinguishing features: One type had a nose wheel and a long nose compartment, the other type a tail wheel retracting rearward. The cargo planes made individual day and night flights.
 - b. About 36 single-engine planes with in-line engine, which were not flown.
 - c. Two Ju-52s.

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